



AETC News Clips

Altus AFB, Okla.



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Two separate mail scares at Altus AFB

By Sonya Ray, staff writer

ALTUS—Altus Air Force Base had a brief scare in 97th Air Mobility Headquarters in Bldg1 Thursday afternoon.

According to AAFB Chief of Public Affairs Jim Weslousky, there was a package received, which had some minor defects and did not pass chemical testing. About 25 people were escorted out of the building and the Ft. Sill Explosive Ordnance Disposal (EOD) Unit was called in.

The building was quarantined for three hours. After the EOD performed standard testing of the package, they opened it and found out it was a award plaque that was to go to the Operation Group for the Pacific Islander Celebrations, which were held earlier this month. Weslousky says that the chemicals used to polish the plaque, were likely the cause of the chemical test not being passed.

Because of 9-11, precautions such as these are taken on anything that is sent in with suspicious looks. Weslousky says that there was determined nothing to be wrong with the package and things were

back to business as normal.

In a separate incident, at around 3:30 p.m., Altus AFB experienced another scare at the U.S. Postal Office, which is about 100 yards from Bldg1. According to Public Affairs Superintendent Master Sgt. Eugene Bird, 10 minutes after the first response, another response started. He said that the Bioenvironmental Engineering and Medical Clinic on base responded to the first call, but not the second.

An employee of the post office heard a package ticking. There were only two employees in the building and they were evacuated. Just as the Ft. Sill EOD, was about to leave they were called to assist with this situation. The Altus AFB US Postal Service Branch Manager, Phil Stehr said that the package was taken to an open area and the situation was diffused.

"When they finished up, it ended up being an alarm clock that someone had forgotten to take the batteries out of," Stehr said.

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MARIETTA, GA--- **Lockheed Martin Delivers First C-130J Super Hercules for 2006**

Posted: 2/28/2006 @ 5:16 PM

Lockheed Martin (NYSE:LMT) delivered the first C-130J airlifter of 2006 yesterday. The aircraft was flown to Keesler Air Force Base, Miss., and assigned to the 403rd Wing's 815th Airlift Squadron, Air Force Reserve Command's only C-130J combat delivery squadron.

Flying the aircraft to Keesler was Maj. Gen. Michael Gould, commander of the 2nd Air Force. Gould is responsible for all operational aspects of basic military training, initial skills training and advanced technical training for Air Force enlisted and support officers.

"I'm honored that General (Duncan) McNabb (Commander, Air Mobility Command) gave me the opportunity to deliver this C-130J to the men and women of the 403rd Wing," said Gould, a command pilot with more than 3,000 flight hours in training and air mobility aircraft. "HQ Second Air Force is truly fortunate to be a partner with the 403rd as a part of Team Keesler.

"The aircraft flew extremely well and showed how it is the finest tactical airlifter the Air Force has ever built or fielded. It is state-of-the-art and offers our C-130 units a much needed increase in capability to fly further, faster and higher while carrying more payload than the older models. I'm sure Brigadier General (Richard) Moss and the 815th Airlift Squadron are thrilled to have this latest J-model as a part of their unit," Gould said.

The 815th Airlift Squadron, known as the Flying Jennies, received its first C-130J, a short-fuselage aircraft, in 1999 but is now being equipped with the longer-fuselage aircraft. Today's delivery is the fifth of eight aircraft that will eventually be assigned to the squadron.

Keesler AFB is also home to the 53rd Weather Reconnaissance Squadron. Known as the Hurricane Hunters, this unit flies the WC-130J into hurricanes to record and send storm data to ground stations, which helps make predictions of direction and intensity more reliable. The 2005 hurricane season was the first full season the WC-130J was flown into the Atlantic storms. The 53rd WRS operates 10 WC-130Js.

C-130J operators from around the world are now operating at a high tempo in both combat and relief support operations. The United States, United Kingdom, Italy, Australia and Denmark are all experiencing first hand the high reliability and increased range, speed and payload capabilities of the C-130J. This past year also marked the combat debut for the U.S. C-130J fleet, as both the Air National Guard and Marine Corps operated their aircraft in Iraq and Afghanistan. The EC-130J psychological warfare aircraft were also flown on operational missions for the first time.

The new aircraft is the longer fuselage C-130J which features a strengthened cargo ramp and

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improved airdrop system, allowing crews to make airdrops at 250 knots and minimizing exposure to anti-aircraft fire in hostile areas. The new Enhanced Cargo Handling System allows for rapidly converting the aircraft from hauling rolling stock to palletized cargo. These aircraft are 112 feet long, 15 feet longer than the short-length C-130J aircraft, which translates to 30 percent more usable volume for increased seating, litters, pallets, or airdrop platforms. In service, two C-130Js often do the work of three legacy C-130E or H-model aircraft.

A total of 182 C-130Js are on order, and 136 have been delivered to date. In the United States, Air Force Reserve Command and Air National Guard units fly C-130Js. The Marine Corps operates KC-130J tankers and the Coast Guard flies the HC-130J, which saw extensive service during Hurricanes Katrina and Rita relief efforts. International C-130J operators include the Royal Air Force, Royal Australian Air Force, Italian Air Force and the Royal Danish Air Force.

The Marine aircraft, often referred to by crews as Battle Herks, are the standard short fuselage version of the Super Hercules. Using only wing and external tanks, the KC-130J has a 57,500 pound (8,455 U.S. gallon) fuel offload capability while being flown on a 500 nm radius mission, compared with 38,000 pounds (5,588 U.S. gallons) for the current fleet of KC-130Fs. The KC-130J is also configured to accept a fuselage tank if desired, adding another 24,392 pounds (3,600 U.S. gallons) of available fuel offload to a mission.

Headquartered in Bethesda, Md., Lockheed Martin employs about 135,000 people worldwide and is principally engaged in the research, design, development, manufacture, integration and sustainment of advanced technology systems, products and services. The corporation reported 2005 sales of \$37.2 billion.

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Restoration on schedule

Three-year repair plan fully funded

By MICHAEL NEWSOM

BILOXI - Seven months into rebuilding Keesler Air Force Base, officials on Friday said projects are moving along on the projected three-year climb to total restoration, and along the way, there are some signs of normalcy, such as student training enrollment returning to its pre-storm size.

New construction at Keesler Air Force Base will meet FEMA advisory flood elevations - with projects including the Commissary and Base Exchange connected by a plaza - and the work is on schedule, said the base's commanding officer.

Brig. Gen. Paul F. Capasso, Keesler's commanding officer, said the base received an estimated \$950 million in damage from Hurricane Katrina. Keesler has been able to move forward because the funding from Congress and the Air Force has been sufficient. Capasso said he is upbeat about the progress.

"I think that this base has made tremendous progress," Capasso said. "It's because of the great people we have here. The great airmen we have here. Every day, they work 10 or 12 hours and then half of them go home and hang Sheetrock downtown because many of them had lost their homes."

Capasso said the training program returning to its enrollment capacity was a sign the base is moving forward. The base has about 3,400 total students, according to Lt. Col. Shane Courvill, deputy director of the base's training. The school will send about 38,000 students through its halls this year.

Outside the training school, which suffered little damage, more work is going on.

Plans call for 1,067 new base housing units, a water-tight basement for the hospital with bilge pumps and possibly a seawall around the perimeter to help mitigate flooding from Back Bay.

The surge from Hurricane Katrina crippled the hospital's power distribution system, and nearly \$30 million worth of medical equipment in the basement was destroyed.

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Base officials plan to upgrade communications at the hospital using Internet phone systems, which are more reliable and flexible, said Brig. Gen. James Dougherty, commanding officer at Keesler Medical Center.

The hospital also is working closely with Singing River Medical System to keep the doctors sharp because Keesler Medical Center does not have the capacity to treat some types of illnesses now.

Dougherty said some 56,000 military active duty personnel, retirees and dependents would also soon have their benefits accepted at other hospitals in the area. And Tricare officials have been lobbying more hospitals to accept their insurance to help remedy the situation.

Dougherty said some of his patients are going to Hattiesburg to get treatment, and some are going to Singing River medical systems because they can use their Tricare benefit plans in those places.

He said the main obstacle to overcome in opening the hospital is fixing the electrical distribution center. The generators and equipment lost to the flood were valued at about \$30 million. In-patient care will begin in October, but graduate medical education will not resume until July 2007 at the earliest, Dougherty said.

Dougherty also said long-term goals for the medical center are well within reach, but the long process is frustrating.

Officials from the 81st Engineering Squadron, who have been involved in the rebuilding process, helped make the decision to build at the FEMA advisory flood elevation maps, which some cities have not yet adopted.

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